

THE USH 53 PROJECT

Testimony Supporting the Outer Bypass

from

Elected Officials and Private Citizens

of

**Barron County
Chippewa County
Eau Claire County
Sawyer County
Washburn County**

July 19, 1994

TO: WISCONSIN TRANSPORTATION PROJECTIONS COMMISSION
FROM: JANET LUSTIG, RESIDENT OF EAU CLAIRE
RE: TESTIMONY, US HIGHWAY 53 PROJECT NO: 1199-04-00

I oppose funding for the Department of Transportation recommended "Inner Corridor Freeway." I support funding for the "Outer Bypass." I take this position for this reason:

NOISE IMPACTS

The following information identifies what seems to be erroneous in the FEIS in regard to the noise abatement efforts on the Inner Corridor Freeway. Page II-14, " a landscaped berm could be constructed at selected locations."

Page IV-56-57 on Noise Barriers, three noise barriers (No. 8 through No. 10, Table 4-13) were analyzed for the alternative, the Inner Corridor Freeway. They all would be acceptable in terms of accoustical effectiveness, but would not be cost effective to build, based on WisDot's definition of reasonableness of cost. Cost for barriers is \$18.00 per square foot, and the cost is not to exceed \$30,000 per abutting residence as a barrier shall reduce noise levels by a minimum of 8dBA for reasonable costs.

page 2

Table 4-13 on page IV-58; cost/unit column, lines 8, 9, and 10 the range is from \$56,900 to \$100,200 per residences.

However, page I-47, "noise levels will increase by 15 decibels or more in some areas along the Inner Corridor Freeway by the year 2010." Truck traffic could be banned, barriers could be built, or cost guidelines could be waived, but no commitment for any solution has been made.

1 3/4 miles of the Inner Corridor Freeway is in Altoona, and is zoned Single Family Residential, with the additional mileage through residential neighborhoods in the Towns of Hallie and Seymour. A final decision to build barriers will be made upon completion of the project design, with public involvement process before recommendation.

Now, has DOT listened to PUBLIC INVOLVMENT ON THIS PROJECT TO THIS DATE?

NO NOISE BARRIERS WOULD BE NEEDED FOR AN OUTER BYPASS.

In summary: 1) the sound level will exceed the acceptable standard. 2) Costs to build barriers exceeds DOTs regulation standards. 3) Trucks will not be banned from the route. 4) Therefore, the community is left with disruptive sound levels. I would like to cite another example "Freeway Sounds Hit Home For Neighbors of Noise Barrier." Milwaukee Journal, September 24, 1989. A Copy is attached for your reference.

I urge your support for an Outer Bypass through a rural area as opposed to an Inner Corridor through a residential urban area.

Thank you.

Freeway sounds hit home for neighbors of noise barrier

By ROBERT GEBELOFF
of The Journal staff

Greenfield — The pictures shake on the walls of Lynn Fluor's house at 4191 S. 99th St.

Bob Tardiff, Greenfield's mayor from 1972 to 1976, does not use the back yard or the back rooms of his house at 3971 S. 99th St.

The problem, according to neighborhood residents, is a half-mile-long steel barrier on the west side of Interstate 894 across from their homes.

The barrier was built by the State Department of Transportation in May 1988 at a cost of nearly \$800,000. It was meant to shield a neighborhood on the west side of I-894 from traffic noise. But now, residents on the highway's east side say the barrier reflects highway noise toward them.

At certain peak traffic periods, the noise has increased measurably, a State Transportation Department study found in November 1988.

But neighborhood residents believe the noise is worse than reported in that study. One resident, a National Weather Service meteorologist, checked the records and learned that the wind was blowing away from the neighborhood when most measurements were taken — not the usual pattern.

Glenn Field, the meteorologist, said the unusual wind pattern on five of the seven days of the study produced artificially low noise measurements. He said that meant the state report was flawed.

"Imagine yourself living on the other side of the wall, in the reflection zone," said Randy Slusar, of 9821 W. Waterford Ave., who agrees with Field's assessment.

To illustrate the effects, Slusar



stood in a nearby yard on S. 99th St. and shouted "hello" toward the barrier. The echo resounded for several seconds afterward.

"Some people can't use their patios. I can't use one bedroom now," Slusar said. "Other people had to get central air conditioning because they can't keep their windows open."

Part of the problem may be that the barrier is made of steel, while most barriers are made mostly of wood or concrete, said State Sen. Joseph J. Czarnecki (D-Milwaukee).

Neighborhood residents want the Transportation Department to build another barrier on the east side of the highway to block the echo. The department, however, won't consider any new barriers in the Milwaukee area until a computer study of the

noise problem is finished later this year.

Proponents of a barrier on the east side of the highway also are faced with another obstacle: money. Gov. Tommy G. Thompson vetoed a line-item budget proposal introduced by Czarnecki that would have allocated more money for barriers.

The Transportation Department will spend \$4 million on barriers through 1991.

"Two million for a noise barrier in Milwaukee competes with seven or eight faulty bridges in northern Wisconsin," said Michael Gonja, the department's district environmental design supervisor.

Too, noise problems occur elsewhere, Gonja notes. "We receive about 100 complaints a year from residents near the Milwaukee highway system, so it's not uncommon," he said.

Statewide, there are more than 50 formal requests for sound barriers, about 40 of which have come from the Milwaukee area, Transportation Secretary Ronald R. Fiedler said.

In an Aug. 22 letter to Slusar, Fiedler indicated that the Greenfield neighborhood was not necessarily first in line for help.

"We know from previous investigations that virtually all of the requested noise barrier locations in the Milwaukee area are exposed to higher freeway sound levels than those measured in your neighborhood," the letter said. "In fact, many of these other residential areas are exposed to sound levels almost twice as loud as in your area."

Neighborhood residents do not believe it. "I know what they are saying is not true because I live here," said Tardiff, the former mayor. "I say come on over and stay in my back bedroom for a week."

Milwaukee

Journal,

Sunday, September 24, 1989



City of Chetek

P.O. Box 194 • 220 Stout Street • Chetek, Wisconsin 54728-0194

Phone (715) 924-4838

TO: Transportation Projects Commission

FROM: Shirley A. Webb, Mayor
City of Chetek

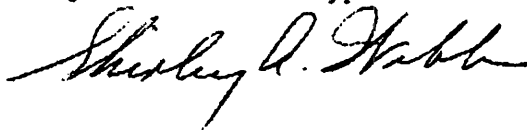
DATE: July 19, 1994

The Council of the City of Chetek unanimously adopted a Resolution on September 10, 1991 supporting funding for the Outer Bypass only. Again, on April 12, 1994, a unanimous vote by the City Council reaffirmed the original Resolution. Those two decisions should leave no doubt in anyone's mind that the citizens and business people feel that the Outer Bypass would best serve our needs.

Located on the Chetek Chain of Lakes which is a network of six different lakes and approximately 100 miles of shoreline, our City is primarily a resort area with the majority of tourists coming from southeastern Wisconsin and Illinois. Many of these tourists come for a week or two and stay at one of our thirty-six resorts. Others own summer homes and come for the entire summer or maybe only week-ends. Whatever their length of stay, they want a safe and time-saving route, unencumbered by entrances and exits bringing them into urban traffic. Their main purpose is to reach their destination as quickly as possible.

Speaking for the Chetek City Council, we strongly favor the Outer Bypass and oppose any funding for the Inner Bypass.

Shirley A. Webb
Mayor



"City of Lakes"

CHETEK RESORT OWNERS ASSN.
Norman L. Gillette, Past President
1335A 21 1/2 St.
Cameron, WI 54822

NORMAN L. GILLETTE, Presenter

July 19, 1994

Testimony before the Transportation Projects Commission

~~~~~  
Concerning Funding a Bypass Around Eau Claire  
~~~~~

My name is Norm Gillette, Immediate Past President of the Chetek Resort Owners Association. I have been asked by resolution of the Resort Owners to represent their views before this hearing.

Thank you for allowing me the opportunity of speaking before you today in support of funding for the Bypass known as the "EAU CLAIRE OUTER BYPASS." I strongly urge you to reject funding for what is commonly known as the "Eau Claire Inner Bypass".

Why do I urge you to support funding of one bypass over another?

I will try to outline my reasons for you. These are not necessarily in order of importance.

1. Not only have I been a Resort Owner but I have also done a great deal of traveling. As a traveler, tourist, I enjoy seeing the landscape as I believe most tourist do. As a Resort Owner I want tourist to enjoy my resort, my area, and the roads leading to my area. I believe the "OUTER BYPASS" fills that need over the "Inner Bypass". This point alone will convince guest to return another year to enjoy our area and Wisconsin.

2. The "OUTER BYPASS" will allow tourist to maintain a 65 MPH speed all the way to the Chetek Area and beyond. The "Inner Bypass" will not. This is so important to tourism in the northern part of Wisconsin. A 65 MPH speed limit would also benefit the City of Eau Claire Shopping area. When the weather is too bad to fish some of the tourist enjoy a day in a bigger city to shop. 65 MPH will allow these tourist to drive to Eau Claire in less time. Remember that from Chetek we can suggest the "Mall of America" in Minnesota Just 1 1/2 hours away or Eau Claire just 45 minutes away.

3. The "OUTER BYPASS" would be slightly shorter for most of our guests than the "Inner Bypass"

4. Resort Owners are also Tax Payers. The close margin between profit and loss makes us interested in saving money. The "OUTER BYPASS" will cost 11 million dollars less then the "Inner Bypass" This alone should be a strong persuasion for you to fund the more reasonable route.

In closing I ask you to consider funding the "OUTER BYPASS" over the "Inner Bypass" And go ahead and build it as soon as possible.

I am sure all of you will feel much better in your decision if you vote to fund the "OUTER BYPASS" over the "Inner Bypass" because you will be doing what is right rather then what might seem to be politically right.

Do not allow Politics to over ride common sense. It has been done all to often in the past.

Thank You.

Office of



SAWYER COUNTY

TELEPHONE 715 / 634-4866
P.O. BOX 273
HAYWARD, WISCONSIN 54843

July 8, 1994

At a meeting of the Sawyer County Highway Committee on July 8th, 1994, a motion was made and passed that the Sawyer County Highway Committee recommend that the Sawyer County Chair reaffirm the county endorsement of the "Outer Bypass" on US Highway 53.

The endoresement was recommended because we in Sawyer County feel that any expenditures for other projects would be a waste of tax dollars. Good planning for the future indicates that the best plan is the Outer Bypass.

Sincerely,

A handwritten signature in cursive script that reads 'Robert H. Kinney'.

Robert H. Kinney, Chairman
Sawyer County Board of Supervisors

Washburn County Highway Department

342 Walnut Street
Spooner, WI 54801-1385
(715) 635-3183

James R. Struck, Commissioner

July 11, 1994

SUBJECT: LETTER OF TESTIMONY IN FAVOR OF USH "53" OUTER BYPASS
AT EAU CLAIRE


We appreciate the opportunity to be heard in regard to the Eau Claire bypass. The Washburn County Highway and Dam Committee has gone on record as being strongly in favor of the outer bypass and adamantly opposed to the inner bypass. A resolution in favor of the outer bypass was approved by the committee on June 27th and submitted to the Washburn County Board for approval at their July 19, 1994 meeting.

Please understand that it is not our intent to offend anyone but we believe that USH "53" is the most vital transportation link for all of Northwest Wisconsin. It is therefore most important that the traveling public can utilize this important part of Wisconsin's transportation system with the greatest possible degree of safety and freedom from excessive traffic congestion. An inner bypass of a federal highway to resolve the traffic congestion on Hastings Way in the City of Eau Claire is not in the best interest of the traveling public and will not provide the safest, most efficient means of transportation for through traffic.

In addition, it is our understanding that the outer bypass would also be the least expensive alternative. We believe that the savings to taxpayers is an important issue. The Washburn County Highway Committee members feel that the outer bypass would be important for future growth and development in Northwest Wisconsin which has had its share of economic problems and looks forward to the extension of tourism and further economic development in the future to expand our tax base.

We hope that our concerns are taken seriously. Thank you for your time and consideration.

Sincerely,


James R. Struck
Highway Commissioner
Washburn County

JRS/jcl

cc Jim Barrett/Highway Committee Chairperson

COPY

MONSON

July 14, 1994

To: Members of the Transportation Projects Committee

Until speaking today with Wallace Jerome, I was unaware of any plans being considered for an expedited route through or around Eau Claire, Wisconsin. As we currently operate in excess of 40 trucks per day through Eau Claire, I was interested in what Wallace had to say.

I am writing this to you to state my support for the outer bypass option. I believe that this will result in a safer, shorter and faster route and will be beneficial to all concerned.

Sincerely,

Mike Monson

Mike Monson
V. President

Mike
V. President

MONSON

November 10, 1992

Mr. Tom McCarthy
District Director, District 6
Wisconsin Department of Transportation
718 Clairmont Avenue
Eau Claire, WI 54701

Dear Sir:

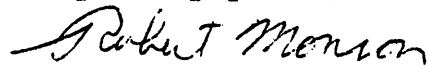
While not a Wisconsin resident, I am very interested in the proposed upgrade of Highway 53 in the Eau Claire area.

Our trucking company utilizes Highway 53 daily and it is a major traffic lane for us from Duluth, MN to I-94. In the first 9 months of 1992, we traveled 4,414,461 miles in WI.

The majority of our loads are to and from Illinois and other Eastern states.

It appears to me that, from a safety standpoint, the outer route would be best.

Very truly yours,



Robert E. Monson
President

RM/mm

JEFF FOSTER

TRUCKING INCORPORATED

SERVING THE 48 STATES & CANADA

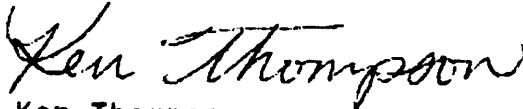
July 19, 1994

Wisconsin Department of Transportation
Transportation Projects Committee
Eau Claire, WI

We at Jeff Foster Trucking, Inc operate 85 Tractors as a Interstate and Wisconsin Intrastate carrier out of Superior, Wisconsin.

Being that 85% of our loads are routed through Eau Claire, we strongly support the Outer Circle route. With the route being shorter, safer, and less costly it can only benefit our company and the residents of state.

Sincerely:



Ken Thompson
General Manager

*If Your Product Can Go ON or IN a Trailer
We Can Do It!*

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Superior, WI 54880

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Fax 715-394-6249

SUPERIOR TERMINAL
313 Winter Street
Superior, WI 54880



State of Wisconsin

DEPARTMENT OF TRANSPORTATION



August 3, 1977

THESE PAPERS ARE THE TOTAL
OF ACTUAL DESTINATION
STUDIES DONE TO SUPPORT
TRAFFIC THAT WOULD USE
AN OUTER BYPASS. THEY
WERE MADE IN 1972 &
1976 & THIS DATA WAS
USED IN COMPUTER TO
GET CURRENT PROJECTIONS.
"GARBAGE IN / GARBAGE OUT"

Mr. M. L. Beekman
Chief Planning Engineer
State Highway District #6
Eau Claire, WI 54701

Dear Marty:

In response to your request we have reviewed two O-D surveys taken in the CERTS area in 1972 and compared the results with those obtained from the 1976 CERTS cordon line survey. The first survey was taken around Chippewa Falls with interview stations on SH 29 and USH 53. The station to be considered here is on USH 53 (point 'A' on Map #1). Data collected here indicated that 3496 trips were bypassing Chippewa Falls on USH 53. The question is how much of this traffic would also bypass Eau Claire.

DETS		
INVD		
HIGE		
RAIR	✓	82/63
CEP		
HCS		
FILE		
RAE	✓	✓

To answer this question the 1976 CERTS data must be analyzed. The CERTS cordon line survey showed 3999 trips between station #194 (USH 53 north) and the southern portion of the study area. Of these trips 1176 were between Station #194 and the southern cordon line stations (202-209) while the remaining 2823 trips were to or from the Eau Claire zones. If these same proportions were applied to the 1972 Chippewa Falls bypass traffic then only 1028 trips would have used an Eau Claire bypass while 2468 trips would not.

USH 53 traffic, however, is not the only source of trips that could be diverted to an Eau Claire bypass. For the 1976 CERTS cordon line survey analysis the following traffic flows will be considered bypassable traffic:

1. Between the southern cordon line stations (202-209) and the northern cordon line stations (194-201, 216).
2. Between the southern cordon line stations and the Chippewa Falls zones.

Obviously the degree of diversion to any Eau Claire bypass will depend on its actual placement and the location of its interchanges but here it will be assumed that cordon line stations 202-209 will all have easy access to the bypass. Finally, two estimates of Eau Claire bypass traffic will be made. The low estimate will consider only the two major traffic flows mentioned above while the high estimate also includes travel between stations 202-209 and the middle zones shown on Map #1. Both estimates are necessary because the diversion of traffic generated by the middle zones cannot be determined accurately.

With the above assumptions in mind the following estimates of bypass traffic are made:

<u>Flow</u>	<u>Low Estimate</u>	<u>High Estimate</u>
Between H & S Cordon Line	1381	1381
Between S. Cordon Line and Chippewa Falls	712	712
Between S. Cordon Line and Middle Zones	-	1044
Total	2093	3137

If this diverted traffic is compared with the latest (1977) counts on Hastings Way then the impact of a bypass on the current USH 53 can be estimated. Although counts vary on Hastings Way a single value will be used for this comparison. The location chosen is on Hastings Way between Main and Emery Streets, here the average weekday traffic in May was 39,367. If all the bypass traffic estimated above was diverted from Hastings Way it would result in a decline of from 5.3% to 8% on the present facility.

A comparison was also made between the 1976 CERTS cordon line survey and a STH 93 survey taken on the south side of Eau Claire in May 1972. The May 1972 results can be summarized as follows: (see map #2)

<u>Travel between Stations</u>	<u>Sta. 'A' Results</u>	<u>Sta. 'B' Results</u>
28-21	52	1990
28-22	0	2
28-24	236	50
28-25	178	128
30-21	0	26
30-22	0	0
30-24	42	0
30-25	72	50
Total	580	+ 2246 = 2826

The above total of 2826 can be considered a lower limit on the number of trips that might have used an Eau Claire bypass in 1972. In order to obtain an upper limit, trips to and from the middle zones discussed previously would have to be added. Here the middle zones are designated as Study Zone #2 and its trip table follows:

<u>Travel between Stations</u>	<u>Sta. 'A' Results</u>	<u>Sta. 'B' Results</u>
2-21	13	296
2-22	0	4
2-24	144	0
2-25	67	23
Total	224	+ 323 = 547

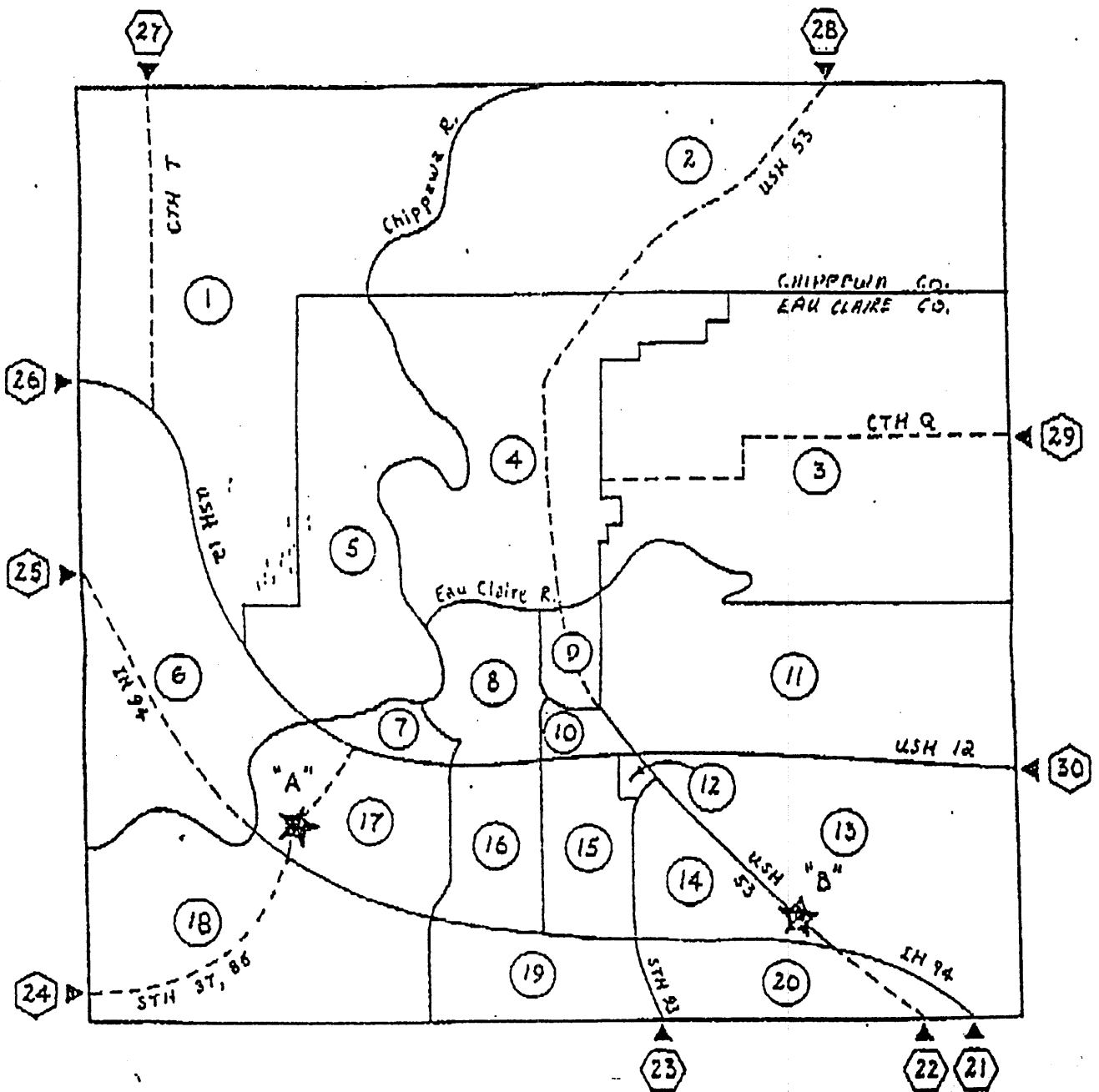
FIGURE 2

EAU CLAIRE 1972 SPECIAL STUDY ZONES

Interview



Stations

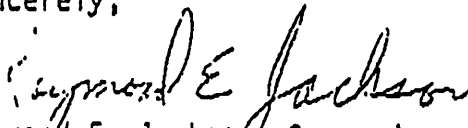


If the middle zone traffic is added to the lower limit value then an upper limit of 3373 possible bypass trips is established.

Several differences can be seen between the derivation of this 1972 Eau Claire bypass estimate and the 1976 estimate made before. Most of these differences involve the number and location of interview stations but one major difference is the addition of traffic to and from I-94 (west) in the 1972 data. In the tables listed above for the STH 93 survey a total of 518 possible bypass trips are generated by I-94 west of town. If this station were included in the 1976 analysis then 514 or 438 trips could be added to the upper and lower limits respectively. This would result in a final 1976 lower limit of 2531 trips and an upper limit of 3651 trips. These in turn could be translated into diversions from Hastings Way ranging from 6.4% to 9.3%.

The above analyses are based on manual examinations of available data. A more detailed and accurate analysis will be possible once the base year travel demand models are calibrated and a specific bypass proposal is formulated.

Sincerely,


Raymond E. Jackson, Supervisor
Planning Methods and Forecasts

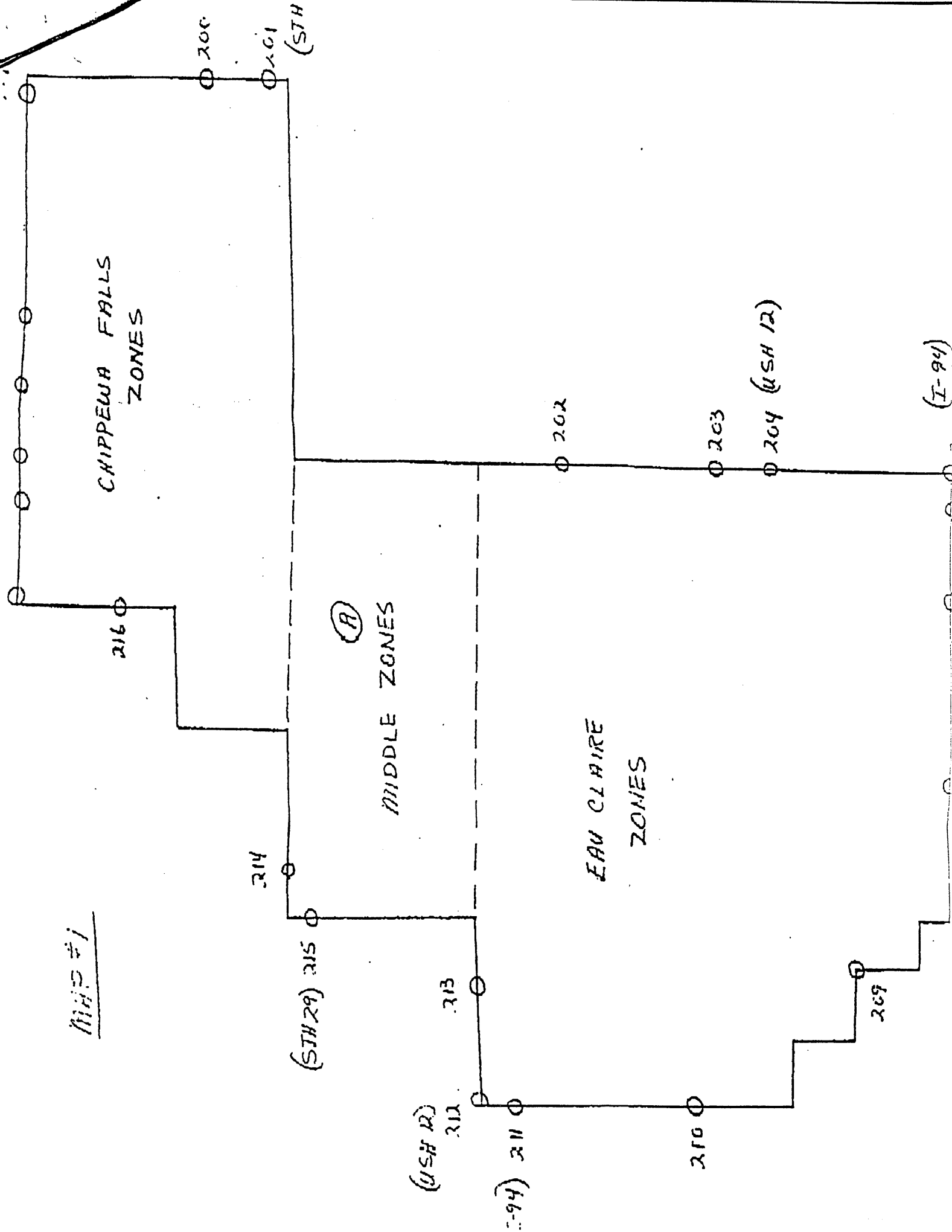
MWT:jko

MAP #1

CHIPPEWA FALLS
ZONES

(A)
MIDDLE ZONES

EAU CLAIRE
ZONES



City of Rice Lake

Rice Lake, Wisconsin 54868

Franklin P. Ferguson
Mayor

July 11, 1994



(715) 234-4611

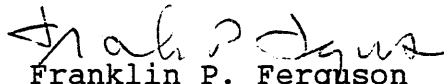
Attn: Transportation Projects Commission

On Behalf of the Citizens of the City of Rice Lake, I oppose funding for the D.O.T.'s recommended inner bypass freeway and I support funding for an outer bypass. My reasons are as follows:

- A) On May 12, 1992, the Common Council of the City of Rice Lake unanimously approved support for the outer bypass.
- B) The business and industry leaders in Rice Lake overwhelmingly support the outer bypass. Those industries that ship their products all over the country and abroad will realize time saving from faster shipments on this route.
- C) New industry and commerce will be favorably inclined to locate or relocate in Rice Lake because there will no longer be the interminable delays in traveling through present U.S. 53 in Eau Claire.
- D) Tourism in the Rice Lake area will benefit from a greater number of visitors here when they no longer have the above mentioned delays.
- E) When the outer bypass is completed, traffic will be able to travel from I-94 to the Twin Ports more smoothly (this along with present plans to make U.S. 53 four lane from Trego to Solon Springs)
- F) In an era when many projects become obsolete when completed it makes no sense to building an inner bypass corridor which cannot absorb twenty-first century traffic patterns.

Sincerely yours,

CITY OF RICE LAKE


Franklin P. Ferguson
Mayor



1303 LYNN AVENUE
P.O. BOX 8
ALTOONA, WI 54720-0008

715-839-6092
FAX 715-839-1610

July 19, 1994

To: Transportation Projects Commission

ALTOONA OPPOSES AN INNER CORRIDOR

As the mayor of the City of Altoona, I am presenting our city's position on the Highway 53 issue: We oppose funding for the DOT'S recommended Inner Corridor and support funding for an OUTER BYPASS.

Altoona's position for the OUTER BYPASS has not developed in the last few years, as has the position of the DOT on the Inner Corridor.

We have taken that position since the early 1980's based on the long-range planning of the **West Central Wisconsin Regional Planning Commission**, which developed the **CHIPPEWA FALLS-EAU CLAIRE URBAN AREA PLAN 1975-2000**. We, as well as all the other local municipalities in a seven county area, had representatives on this commission.

Quoting from the plan: "The Metropolitan Area Planning Advisory Committee was set up to serve the planning concerns of local units of government within the Chippewa Falls-Eau Claire Urban Area. . . .the first step toward a joint planning effort." Quoting further: "In subsequent meetings, participating units of government repeatedly have expressed their concern that any decision which affects neighboring governmental units should consider all affected municipalities. . . .The plan can serve as a guide for local municipalities in making future land use and development decisions. . . .Growth areas projected for 1980, 1990, and 2000 show where development should take place to facilitate the installation of water and sewer and other public utilities. . . .The projected 2000 line

includes all areas which should be developed to meet the needs of the area, and follows many physical boundaries which present barriers to development. Such obstacles include I-94, the proposed U.S. Highway 53 corridor, the proposed State Highway 29 corridor, Lake Wissota, and the Chippewa River. Due to the cost of public facilities, these physical barriers should be crossed only when there is no other reasonable direction for expansion. The limiting barriers to present growth patterns are delineated on the Staged Growth Parameter Map."

The **Metropolitan Planning Organization** maps, to this day, show the metropolitan area's east boundary in the vicinity of the **OUTER BYPASS**.

Altoona city officials used this plan as a guideline for installing the largest existing sewer and water mains , extending to our eastern border, in the mid-1980's. Using information given to them by **this** commission, our city fathers wisely planned for growth to the east. This area east of Altoona, Hallie, and Seymour encompasses thousands of acres for future development.

On the other hand, there is **very limited** growth possibility available near the proposed inner corridor. Within Altoona, we would be left with only about 100 acres for development. These 100 acres would undoubtedly become "0" acres if the proposed corridor would be widened to six lanes, in the future, as one DOT official recently said could occur. Besides dividing our community in half, we would lose the most beautiful land we have in Altoona.

The **URBAN PLAN** was designed to curb urban sprawl. As was quoted, the eastern barrier to urban growth was the Highway 53 Corridor. Why then are we looking at a plan that would put the highway in the middle of an urban area--through the city of Altoona, through the town of Seymour, and through the town of Hallie?

How can the DOT justify ignoring this plan? Why have they ignored the planning of all our municipalities that have used this as a basis for their future outlays? Why does the DOT continue spending vast sums of money **PROMOTING THEIR** alternative? Many questions go unanswered. It only makes good sense to continue the long-range plan and fund the route that **BYPASSES** the metropolitan area and gives this area the shot in the arm it needs to spur economic development as planned for in the past.

Our city, as well as both Hallie and Seymour would be devastated by the physical division that the inner corridor would create. We cannot afford to lose this beautiful green corridor to the noise and pollution that would be created by the short-sighted plan the DOT has been promoting.

Our three municipalities would bear the brunt of the inner corridor. 80% of the corridor would lie within our boundaries--with Eau Claire and the Town of Washington sharing only 20%. **Altoona, Hallie and Seymour** oppose this corridor, along with **21 other government units** that have resolutions for an OUTER BYPASS.

The DOT has determined, in their FEIS, that the inner corridor is more environmentally favorable for construction than the OUTER BYPASS area. I challenge anyone to walk, run, or just view this area and then to determine how this decision could have been made.

We are so fortunate to have a green area with miles of trails. Deer and several other species of animals abound in the area--as well as Bald Eagles which are often seen overhead. Otter Creek flows to the Eau Claire River in this narrow valley which, believe it or not, is only a few blocks from the present Highway 53-Hastings Way.

In addition, many homes border this valley from above and would be greatly affected by the air and noise pollution created by the proposed corridor. Property values of these homes and the adjacent area left, on which to build, would suffer significantly from the building of a four to six lane facility. **THIS**, the DOT has determined as the best area, environmentally, for the corridor!

I have lived in this area all my life, and the OUTER BYPASS area, with its Jack Pine, wooded areas, and open fields **WOULD NOT** be more environmentally damaged by a highway, than the inner corridor area.

It would be utterly foolish to build the inner corridor for the purpose of moving local traffic--as will be shown in later testimony.

We will **ALL** gain by building the OUTER BYPASS. According to the FEIS, the OUTER BYPASS package would include 23 million dollars to upgrade the present Highway 53 (Hastings Way). This is 8 million dollars more than

that provided if the Inner Corridor is chosen. This additional 8 million dollars will go a long way toward relieving the local traffic congestion on Hastings Way.

WE NEED THE OUTER BYPASS. WE HAVE CONSENSUS. IT IS WITHOUT QUESTION THE ONLY SENSIBLE SOLUTION TO COMPLETING THE LAST LINK IN THE HIGHWAY 53 SYSTEM.

I URGE YOU TO PUT OUR TAX DOLLARS TO THEIR BEST USE. PROVIDE FUNDING FOR THE OUTER BYPASS !!

Larry Sturz

SCHOOL DISTRICT OF ALTOONA

1903 Bartlett Ave. • Altoona, WI 54720

TRANSPORTATION PROJECTS COMMISSION HEARING

Eau Claire Holiday Inn South

Eau Claire, WI 54701

July 19, 1994

The Altoona Board of Education, in the School District of Altoona, continues to oppose funding for the DOT's recommended Inner Bypass Freeway, **and supports funding for an Outer Bypass.**

The Altoona Board of Education has considered the bypass situation to be a very significant issue since 1989 and continues to support an outer corridor option.

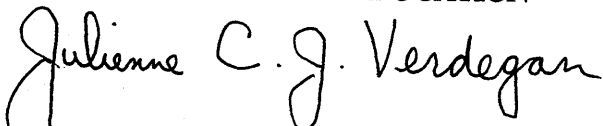
The Altoona Board of Education believes that the Altoona school district would strengthen due to economic development related to the construction of an outer corridor. Geographically, the inner corridor does not invite strong economic development due to limited space and access, as well as natural and man-made barriers. Whereas, the outer corridor would serve to enhance the natural economic development necessary for healthy growth for the City of Altoona - the only direction Altoona has to grow.

In the best interests of the children of Altoona, we express a special objection to the Inner Corridor Freeway. Such a route would place an overpass on Spooner Avenue which is, and would continue to be, used by many young people. An attractive nuisance, such as the inner bypass, invites the throwing of rocks and other projectiles on to the highway and exposes children and vehicles to hazards unnecessarily.

Copies of the formal resolutions adopted by the Altoona Board of Education in 1989 and 1991 are attached.

We reiterate, *"The Altoona Board of Education protests funding for the DOT's recommended Inner Bypass Freeway, and continues to support funding for an Outer Bypass."*

ALTOONA BOARD OF EDUCATION



Julienne C.J. Verdegan
President

SCHOOL DISTRICT OF ALTOONA

1903 Bartlett Ave. • Altoona, WI 54720

November 29, 1989

Tommy G. Thompson
Governor, State of Wisconsin
State Capitol, Room 115E
P.O. Box 7863
Madison, WI 53702-7863

Dear Governor Thompson:

After extended consideration the Board of Education, School District of Altoona, approved the attached resolution. It is addressed to you with the hope that the Department of Transportation's decisions regarding a "53 Bypass" route will be influenced by our conclusions.

Our attention was focused on two areas of concern: the economic impacts of increased TIF districts, and of the potential for over-crowding in our schools. As we further examined the effects of your projected corridors, the evidence was compelling that the near-term and long-range impact of the "Inner Bypass" corridor threatened the economics, aesthetics, health, and safety of our schools.

We request that the Department of Transportation terminate its consideration of the "Inner Bypass" option as soon as possible, so that this District will not suffer from the complications that we would inevitably encounter due to your recommendations and the associated plans of the City of Altoona.

Sincerely,

Board of Education
School District of Altoona

RESOLUTION OPPOSING THE HIGHWAY 53 INNER BYPASS

WHEREAS, the Wisconsin Department of Transportation has solicited comments regarding the Highway 53 Bypass alternatives; and

WHEREAS, the Inner Bypass as currently proposed by the Department of Transportation and its consultant, Howard Needles Tammen & Bergendoff, together with the associated plans of the City of Altoona and its consultant, Short Elliott Hendrickson Inc., would result in the geographic division of the School District and the rezoning of single family residential to multi-family residential housing, which in the past has caused increased enrollments with limited growth of property tax base; and

WHEREAS, such negative property tax impact to the District is accentuated by the disclosure requirement for homeowners in proximity to the Inner Bypass to now inform potential buyers of the impending bypass, with a 10 - 50 % decrease in property value; and

WHEREAS, the property taxpayers in the remainder of the Altoona School District would be required to pay increased taxes to make up for the lost revenue; and

WHEREAS, the Inner Bypass forces all interstate, intrastate, regional, and local traffic, with its accompanying emissions, into a narrow urban corridor to the west of the school buildings; and

WHEREAS, the native trees which would be killed by such pollution could be replaced by pollution-resistant trees and vegetation, but the people--especially all of Altoona's school children and teachers who are massed near the proposed Inner Bypass--cannot be replaced by pollution resistant residents; and

WHEREAS, any commercial development adjacent to the Inner Bypass would be in a TIF district which provides little tax support for the District and also shifts a greater burden of the school tax levy from the City of Altoona to the residents in the towns of Washington and Lincoln;

THEREFORE, LET IT BE RESOLVED, that the Board of Education, School District of Altoona expresses emphatic opposition to the Inner Bypass option which threatens the economic well-being of the District as well as the health and safety of its children and teachers, and be it further

RESOLVED, that the Board of Education, School District of Altoona request that the Department of Transportation consider an alternate plan to bypass Highway 53 through West Central Wisconsin that will be consistent in benefiting the long range plans of the District, and be it further

RESOLVED, that copies of this resolution be sent to Governor Tommy Thompson, State Senators Rod Moen and Marvin Roshell, and State Representatives Jacquelyn Lahn and David Zien, Ronald Fiedler, Secretary of State Department of Transportation, and Thomas Carlsen, Director of District 6 Highway Transportation.

RESOLUTION REGARDING OUTER CORRIDOR
ALTOONA BOARD OF EDUCATION

WHEREAS the viability and vitality of the School District of Altoona are primarily dependent upon significant and continuous increases in the school district's tax base; and,

WHEREAS numerous examples around the country provide evidence that commercial and residential development will naturally expand to an outer bypass, and that this experience strongly suggests that the 8.5 square miles that lie between Lake Altoona, Prill Road and the outer corridor would soon attract significant commercial and residential growth along and outward from Highway 12 TOWARD the outer corridor; and,

WHEREAS the future viability of another municipality should be the ethical and political concern of any governing body, and that the future viability of our neighboring communities to the east of Altoona would be in question if the inner corridor is chosen, by denying them the opportunity for readily attainable westward expansion TOWARD a significant artery, such as the outer corridor; and,

WHEREAS the city administration and the community of Altoona have designated a prime section of Highway 12 East as its Industrial/Business Park, recognizing that Altoona's growth potential is eastward, and that residential and commercial property owners located along an outer corridor would be in need of city services and would probably petition for annexation to the City of Altoona; and

WHEREAS it is anticipated that there will be twelve (12) acres of multifamily housing and eight (8) acres of single family housing developed around an inner corridor, and that said housing will create an influx of new students into our currently overcrowded campuses, while providing considerably less tax assessed value, due primarily to their placement in a TIFD and secondarily to the nature of multifamily dwellings; and,

WHEREAS it is quite probable that Willson Drive will have to be extended to meet Birch Street at Altoona taxpayers' expense, causing multiple and simultaneous problems, including increased transportation responsibilities for the school district, and reduced access for Altoona's youth to the Tenth Street park, due to escalating traffic counts and changing flow patterns on Willson Drive and Tenth Street; and,

WHEREAS it is imperative for the businesses currently located along the existing Highway 53 route, that the needed renovations and repairs be made to this major northward link, which provides tourists and consumers to said businesses, improving their chances of fiscal success, which directly and positively impacts the attractive nature of Altoona as a community and home; and

WHEREAS the construction of the inner corridor along the wetlands of Otter Creek would negatively impact surrounding property values, and that, indeed, properties along the proposed inner route have already suffered diminished valuation; and

THEREFORE BE IT RESOLVED that the construction of an inner corridor would be through an area limited in growth potential, resulting in rapidly maximized development, and that a significant portion of that area is within the boundaries of a TIFD; and, be it further

RESOLVED that the Altoona Board of Education of the School District of Altoona does hereby unanimously endorse the outer corridor option, as the unequivocal choice in realizing significant and continuous increases in the school district tax-base, favorably including the related renovations and repairs to the existing Highway 53 route, and its accesses;

BE IT FURTHER RESOLVED that copies of this resolution be sent to Governor Tommy Thompson; State Senators Rodney Moen and Marvin Roshell; State Representatives Joe Hisrich and David Zien; Members of the Legislative Transportation Committee, Chairperson Donald Hasenohrl, Vice Chairperson Gwendolynne Moore, Vernon Holschbach, Marlin Schneider, Cletus Vanderperren, Thomas Seery, David Brandemuehl, William Lorge, Steven Loucks, Stephen Freese; * Ronald Fiedler, Secretary, State Department of Transportation; Thomas McCarthy, Director, District 6 Highway Transportation.

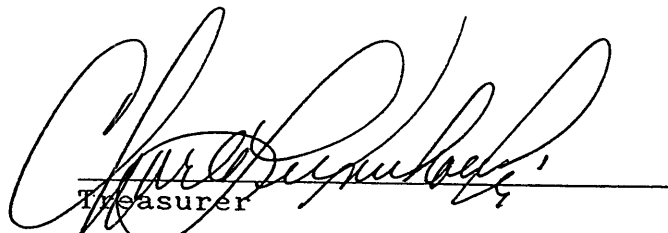
Dated this 16th day of October, 1991.

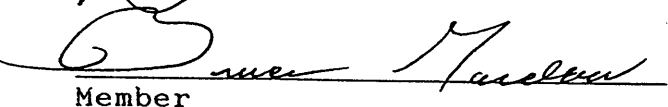
ALTOONA BOARD OF EDUCATION
SCHOOL DISTRICT OF ALTOONA


President


Vice President


Clerk


Treasurer


Member

* We understand that Charles Thompson is the current Department of Transportation Secretary.

Cindy Davis-Supervisor
Town of Seymour
803 Leeds Ct.
Eau Claire, WI 54703

July 19, 1994

Dear Transportation Projects Commission:

The Seymour Town Board's Resolution on record opposes funding for the DOT's recommended Inner Bypass Freeway and supports funding for an Outer Bypass. Our resolution is significant due to the fact that 80% of the inner bypass travels through the townships of Seymour, Hallie and the City of Altoona.

1) A considerable loss of tax base for the Town of Seymour will result with the construction of an inner bypass. Properties west of the inner bypass will be cut off from our township and eventually annexed to the City of Eau Claire for these reasons. Future commercial development at the LaSalle interchange, which is presently a very residential area, will require annexation of Seymour properties to provide the necessary utilities. There also stands a good chance of Seymour having to pick up the construction and maintenance costs of connecting roads to the inner bypass.....creating islands and a cost burden to our township. If annexation occurs to accomplish these connections east and west of the inner bypass.....an even greater amount of tax base will be lost. In addition, decline of property values for homes left adjacent to the inner bypass will contribute to lost revenue.

On the other hand, when the outer bypass is built, it will provide an opportunity for Seymour to expand commercially and with good zoning and planning it will add tremendously to our own tax role.

2) The inner bypass will put a major freeway in a very heavily populated area of Seymour rerouting traffic flow for our emergency and fire response vehicles. The congestion of traffic, a new school zone, interchanges, intersections, traffic lights and rerouting due to the loss of a very useful Black Road will only add to their response time.

3) From an environmental standpoint....the quality of life for residents left adjacent to the inner bypass must be a priority. As the inner bypass plows through these neighborhoods, people will be left to deal with the spaghetti bowl of noise from cars and trucks 24 hours a day in addition to the dangerous vehicle emissions and run-off of gas and oil. Beautiful Lake Altoona borders our township and the traffic noise from the inner bypass will carry for miles over the calm evening waters. This very valuable resource must also be protected.

4) The inner bypass will do nothing to control Urban Sprawl. Natural and human-made barriers control urban sprawl...such as rivers, large forests and four-lane divided highways. This is true as long as utility lines--sewer and water--have not jumped that barrier. However, utilities have already gone beyond the barrier of an inner bypass and as of now, no utility extensions exist beyond an outer bypass. With Interstate 94 offering an example and history... the outer bypass would encourage an orderly and carefully planned development, acting as a definition line for urban development for many years. Back in 1976 the outer bypass was defined by the West Central Wisconsin Regional Planning Commission to be the eastern limits of the metropolitan area.....now we are all wondering why this has changed. (Included in your packet is the 1976 map that illustrates this.)

5) How many people would access the inner bypass to accomplish their daily travels? If everyone's destination was the Oakwood Mall or Chippewa Falls, people would use the inner bypass. But we have to be realistic, a large percentage of the people using Hastings Way are local shoppers going from store to store and mall to mall. Many of these businesses lie within the inner corridor exits of Birch Street and Hwy. 12 that bookend the Hastings way bottleneck area. Why would these people leave Hastings Way, drive out to an inner corridor, travel a short distance north or south, negotiate an interchange and then drive back to Hastings Way to get to the next store.....it just doesn't make sense.

With this in mind...most of the City of Eau Claire's residential population lives on the south and west sides and would they travel across town to access a bypass? Not likely. Many of these people are already using the new North Crossing to avoid the bottleneck area on Hastings Way taking them north to Chippewa Falls and beyond. The upgrading of Hwy. S between Eau Claire and Chippewa Falls to state highway status would contribute even more to rerouting these travelers off Hastings Way. With the proposed modifications to the outer bypass

option including a connecting road to the mall area, many people from Seymour and northwestern Wisconsin would use the outer bypass taking them off Hastings Way.

6) It is been confirmed that because of the distance between existing Hwy. 53 and the outer bypass, the state will name existing Hwy. 53 as Business Hwy. 53.....therefore continuing to qualify for state and/or federal funding for upkeep in years to come. If the inner bypass is built, the existing Hwy. 53 will become the responsibility of the Eau Claire City taxpayer.

7) Finally.....the endorsement of the outer bypass by Seymour is very important because a majority of the 11 1/2 mile Outer Bypass is located in the Seymour and Hallie townships. With the overwhelming support of elected officials and the public, all reflecting a true majority and consensus.....we urge you to fund an Outer Bypass.

Thank-you.

Town of Hallie

Chippewa County, Wisconsin

July 19, 1994

From the Office of TOWN BOARD

Shirley M. Sippel, Supervisor
Town of Hallie
957 Hagen Road
Chippewa Falls, WI 54729

Transportation Project Commission
Madison, WI 53703

My name is Shirley Sippel and I am a supervisor for the Town of Hallie. The Hallie Town Board opposes funding for the DOT's recommended Inner Bypass/Freeway and they support funding for an Outer Bypass. The Hallie Town Board has repeatedly gone on record as supporting the Outer Bypass. They believe the Outer Bypass provides the best alternative for the citizens of the State of Wisconsin. The reasons for supporting the Outer Bypass are as follows:

The Outer Bypass truly is a bypass. The original concept envisioned by Governor Thompson was to provide safe, rapid transportation from the southern part of the State to the northern part of the State. We believe the intent of the Corridor 20/20 concept was NOT to create an economic zone or commercial development. A prime example of this concept lies in Highway 53, as it truly is a bypass of Rice Lake and Spooner.

Which ever route is finally selected, it is obvious to all that existing USH 53 will require renovation. Again, the Hallie Town Board believes the intent of the Governor was to eliminate the USH 53 concept that the inner corridor route will create. The 400 yards between existing USH 53 and the inner corridor will contribute to development that will require additional spending by the Town of Hallie. Will the DOT or DOD help Hallie to upgrade the infrastructure to provide for such growth? Forcing all local and regional traffic on two closely parallel roads mixes traffic with conflicting purposes. This would place drivers from northern communities into hazardous traffic situations.

A concern exists for the environment. At this time, we present to the Committee a map, together with pictures showing the areas of our concern. The proposed Van Dresser

957 Hagen Road - Chippewa Falls, WI 54729

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interchange in the Town of Hallie is being built on "wet land". Also, the Van Dresser interchange is being built on land where sludge from Pope & Talbert has been dumped and the DNR requested monitoring wells on this site. These items are not addressed in the EIS, nor have they been mentioned by the DOT.

Green spaces within the urban Eau Claire area are rapidly being depleted as development occurs. Areas that the inner corridor go through will lose green space as development occurs between the old highway and the proposed corridor. Noise and light pollution will impact residents, thus decreasing their quality of life.

The Wisconsin DOT and the Director of the Office of Environmental Analyses on the Highway 29 project noted the location of the City of Chippewa Falls well field and did not want to impact it. However, the Highway 53 inner corridor goes right by the Town of Hallie well field and there has been little consideration given to the environmental impact. We feel Hallie is not being treated equally. State government and the DOT should respect all municipal well fields or assume responsibility for possible damages caused to those well fields.

The elected officials of twenty-~~four~~^{four} communities have formed an overwhelming consensus for the USH 53 Outer Bypass. This route is the only long-range solution for the development of USH 53 in this area. Long range planning for communities who make up 80% of the inner corridor has been ignored by the DOT. Over 30% of this proposed inner corridor, 2.25 miles, is in the Town of Hallie while the City of Eau Claire has 17.3% or 1.3 miles.

On October 18, 1993, the Hallie Town Board endorsed by Resolution the Kreibich/Moen Alternate Route as a compromise, which would be more feasible than the inner corridor. Even in the interest of harmony, Eau Claire would not consider a compromise. The 5,000 people in the Town of Hallie will best be served with the Outer Bypass. At this

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time, the only access for the people in Hallie to get on the inner corridor is the Van Dresser interchange. Just within the last month or so, the DOT has penciled in slip ramps at the 124 and 53 interchange, which are not part of the EIS. Most of the people in the Town of Hallie will continue to use the present Highway USH 53/124. We have been told, even if the inner corridor is built, we will eventually need the Outer Bypass. Why should we be spending taxpayers' dollars for something we know is not going to be sufficient in the future?

The vast majority of the municipalities, organizations and individuals who have expressed their desires through the past months have been adamantly opposed to the inner corridor or the Eau Claire Freeway. The above objections have been raised time and time again, but it appears they have fallen upon deaf ears. Since when has it become a fact that those persons paying the taxes, paying the bills, and paying the salaries of the decision-makers have no right to receive satisfaction for their hard-earned tax dollars? It appears that a few strong interest groups, business persons, politicians, realtors, and a Chamber of Commerce who stand to benefit personally and economically by the development of the inner corridor are having more impact than the taxpayer who is footing the bill.

Again, we urge the TPC to fund the Outer Bypass. However, if the inner corridor is approved and built, the construction should be not of concrete, but rather of cross-ties and tracks, because this is one of the biggest railroad jobs I have seen in my years of living in western Wisconsin.

Dennis M Roshell
739 A street
Chippewa Falls

I oppose funding for the D.O.T.'s recommended Inner Bypass Freeway, I support funding for an Outer Bypass. My reasons for supporting the Outer Bypass will be brief and to the point.

1. The process of selecting a route was never adhered to by the D.O.T.

A. Written and oral testimony taken by the D.O.T. at North High School favored the Outer Bypass.

B. Resolutions passed by elected governing bodies favored the Outer Bypass. After all that the D.O.T. said there was no consensus.

2. The process of funding this project were never completely detailed to the public.

A. The D.O.T. and the local media have led us to believe that the Inner Bypass is the only route to be funded. If the D.O.T. has all this money and the power to dictate the projects to be funded; apparently we don't need the T.P.C. or the legislature.

3. The D.O.T.s resistance to publicly debate or answer questions.

A. The D.O.T. and local media as well as local officials, have gone on record stating that the Outer Bypass people were giving out wrong information. If so why wasn't a forum set up to answer the questions being raised. According to Secretary Charles Thompson on December 2, 1992 he was going to do just that, where has he been for the last two years. Let's put our cards on the table and clear the air.

4. The D.O.T. and the city of Eau Claire, believe the Inner Bypass is the best solution for relieving traffic problems and being an economic stimulus for the area.

A. As for the Inner Bypass being the best solution that's just the D.O.T.s recommendation.

B. As for the Inner Bypass solving the traffic problems in Eau Claire. Apparently the D.O.T. must have some magical plan to solve the existing inadequacies on 53 Hastings Way. Do the narrow medians and numerous drive ways and inter changes disappear? Maybe most of the inattentive drivers will take the Inner route!! The concept of dumping the traffic back into the existing 53 at the south end of the inner route has to be a joke. Putting an inter change between two shopping malls and an elementary school just has to take some real intelligent planning. Let's hope that a semi carrying toxic chemicals never spills on the inner route.

C. As for being an economic stimulus for Eau Claire. Then name it the Eau Claire freeway not U.S.H. 53. If this is a U.S.H. project then do the Outer Bypass. If your solving a

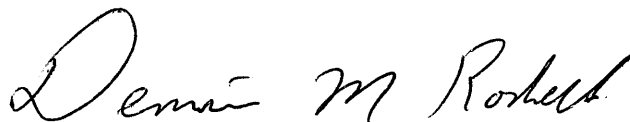
traffic and economic problem which the D.O.T. and the city of Eau Claire have created; there are other means of funding to remedy the problem that lies with Hastings Way.

D. It's really a shame when special interests, the media, and the bureaucratic clout of the D.O.T. force a project down peoples throats. When only 1.3 miles in Eau Claire and 0.2 miles in the Town of Washington totaling 20% of the project. When 80% of the total project supports the Outer Bypass.

5. Everyone here wants a project started. The resolutions passed stating they want a project funded does not mean they support the Inner or the Outer Bypass, the way Mark Lewis and the D.O.T would want you to think.

The decision is yours as members of the T.P.C.. In order to give us a safe and efficient highway, I ask that you recommend the Outer Bypass.

Dennis M Roshell
739 A street
Chippewa Falls

A handwritten signature in cursive script that reads "Dennis M Roshell". The signature is written in dark ink and is positioned to the right of the typed name and address.